

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

OUR DIPLOMATIC SERVICE.

From the N. Y. World. Two interesting pieces of intelligence concerning our diplomatic service come to us together—the one in the ordinary course of Congressional events from Washington, the other in a somewhat more extraordinary fashion from London.

Both the British Parliament and the American Congress are now discussing the diplomatic expenditure of the two countries respectively. In the British Parliament this discussion tends mainly to retrenchment and reform. In the American Congress it seems likely to result in exactly the opposite direction.

Mr. Sumner, whom Senator Carpenter described the other day as "the be-all and the end-all of the Foreign Affairs Committee," has just asked the Senate to give him a cool hundred thousand dollars a year more for the "contingent expenses of foreign intercourse and our missions abroad," and the Senate in the handsomest manner has agreed so to do, by adopting an amendment to the Diplomatic Appropriation bill which raises the sum allowed for such expenses from \$50,000 to \$150,000 a year.

At the same time this most amiable body adopted another amendment providing for a consul-general in Liberia, and still another elevating our representative in Japan from the humble estate of a minister resident to the comparatively glorious position of an envoy extraordinary.

The comparatively glorious position we say, for, while these changes are announced as made in Washington, we learn from London that for the first time in our history we are to be favored with the possession of a real live American ambassador, in the blaze of whose effulgent dignity even envoys extraordinary will subside into very ordinary personages indeed.

Upon all which changes and propositions there are certain things not untimely to be said. To Mr. Sumner's proposition for raising the titular rank, and with the titular rank the solid salary, of our minister to Japan, we do not know that any valid objection can be made.

Diplomacy still has in Asia all the importance which it has had in Europe, and the Asiatic relations of the United States are yearly growing in importance. Questions of pomp and precedence are living questions still in countries like China and Japan; and it is a matter not of factitious but of real consequence that the representatives of the United States should be enabled to maintain at least an equal state and dignity in the eyes of the native population with those of other Christian nations.

The cost of living, too, in those countries, and particularly of living after the European and American fashion, is much greater than in Europe, and in America, all the Chinese and Japanese supports the resident foreign merchants find it necessary to enable their clerks and subordinates to live in a substantial comfort and with a sort of social display quite beyond the reach of our consuls and other official agents, for whom, as well as for our diplomatic servants in those parts of the world, a more liberal scale of salaries and of allowances might with much advantage, we think, be adopted.

This might be done, without burdening the national treasury, by abolishing the greater part of our secondary and tertiary diplomatic posts in Europe. If it were once understood, too, that the diplomatic service of the United States meant work—work in dealing with serious questions, legal and commercial, in remote countries—it is probable that the honors that that service would come to be sought for by a better class of men than those who now snatch at them as a cheap and amusing way of making foreign tours in pleasant lands at the expense of their country and as the reward of their devotion to party.

But, while we approve the elevation of our mission to Japan as a step in the right direction, it strikes us that the facility with which the Senate have voted an addition of two hundred per cent to the amount of our "contingent" expenses in diplomacy is more creditable to the liberality than to the fidelity of that body. It is a curious trait, however, of the leaders of the party of great moral ideas that they make as free with the purse as with the personal rights of their constituents.

man of the Foreign Affairs Committee of the Senate, can only be accounted for by assuming the truth of Mr. Fitzmaurice's observation upon the case of Goldwin Smith—that sedentary men of extreme opinions have a tendency to become social parasites.

EARL RUSSELL ON THE COLONIAL POLICY OF ENGLAND.

From the N. Y. Herald. That old ex-Premier of England, Earl Russell, is much exercised about the probable fate of the British colonies, and particularly about those in North America.

We learn through a telegram from London, which was published in our issue of Wednesday, that he had moved in the House of Lords for a commission to inquire into the means whereby union between England and her colonies may be perpetuated. In the course of his remarks he said that the great national armaments now on foot and the vast improvements made in navies made the question of the relations of Great Britain with her colonies a grave one.

He argued in favor of maintaining intact the colonial empire, and dwelt particularly upon preserving the union with the Canadian Empire. He wanted greater facilities for reinforcing the naval and military power in Canada in case of an emergency, and he also urged the withdrawal of the garrison from Quebec, an act which he considered both imprudent and impolitic.

England has been the greatest colonizing nation in the history of the world, and she may well be proud of the results. The foundation of our mighty republic empire was laid by her. The three millions of colonists at the time of the revolt from British rule has become forty millions of republican freemen. It is fair to say, too, that the principles of liberty and local self-government were instilled in the minds of these hardy British colonists and were brought over from the old country, though they have expanded and become more fruitful since.

The present British-American colonies have become a little empire, though overshadowed by the far more rapid growth of the United States. The foundation of another empire of English-speaking people is laid in Australia, India, though not a colony in the strict sense of the term, is under colonial rule, and is a vast and prosperous empire in itself. The settlements in Africa, at the Cape of Good Hope, and other parts of that Continent are taking deep root and spreading.

There are, besides, other colonial possessions in different parts of the world of considerable importance if not so important and progressive. The only exception to British success in the colonies are the West Indies. These were once very flourishing and productive, particularly the island of Jamaica; but when slavery was abolished these declined and have not yet recovered their former prosperity.

The flag of England floats over British territory on every continent and in every part of the globe, and it is the proud boast of Englishmen that the sun never sets on the dominions of the Queen. But it was not and is not glory alone that England looked to in establishing and spreading her colonial empire. Commerce has been her great object. To multiply her products, to find employment for her capital, to open and extend markets for her manufactures, and to keep her vast commercial marine profitably occupied, has been her chief and constant aim.

And she has succeeded. The cost of maintaining the colonies has been paid over and over again through commercial advantages and profits. We are not surprised, therefore, that British statesmen cling to this vast colonial empire, or that Earl Russell pleads for maintaining it intact. But apart from the profit and glory to the nation, the aristocracy and governing class of England find great objects in the colonies, and in the positions for a number of English employes. Of course a great many of these are the young men of aristocratic and influential families, and as a consequence there is an earnest desire among that class to hold on to the colonies for the sake of the offices. They are too apt, consequently, to lose sight of what would be best for the colonies, and to study only their own immediate interests.

Still British pride and the interests of a particular governing class make England too tenacious to hold on to some of her colonies when it would be clearly to their advantage to be independent or to change their allegiance. The United States have been a greater blessing to England and to her commerce, as well as to the world, than they would have been had they remained colonies. This is too apparent to need argument, and there is no British statesman, we suppose, that will not admit the fact. It would be the same, no doubt, with Canada, if it were not for the colonies, if they were free or annexed to the United States. Their growth is slow, comparatively. Immigration instead of going there to any great extent actually leaves for the more free, prosperous and progressive States on the border, and these colonies, so long as they remain such, must be overshadowed by this republic. It would be greatly to their interest to be annexed to the United States. That, indeed, must be their destiny in the end, and statesmen who only look to the welfare of the people ought to prepare the way at once for that inevitable event. Earl Russell is shortsighted in this matter. It would be better for those colonies that are full grown, like the Canadas, if they were free, and better also for England. Great Britain should turn her attention to Asia as a colonial power, and leave her distant English-speaking populations to govern themselves. She is already a great Asiatic power, and may become much greater. Her colonial mission henceforth is there. The British colonies, both in America and elsewhere, will, in the end, follow the example of the United States and become independent.

FINANCIAL POSSIBILITIES.

From the N. Y. Times. What is meant when Congress is asked to mature "a financial policy"? The connection in which the demand is sometimes urged suggests a confusion of ideas, and an erroneous estimate of the power of legislation on the part of those who urge it.

They fall to get all they want they will accept all they can get, and that should be the currency bill as originally passed by the Senate, or something akin to it in its essential features.

By enacting such a measure Congress will supply the first element of a judicious policy. "Give me neither poverty nor riches," was the prayer of the wise man. "Give me neither contraction nor expansion," is the request which the country may properly address to its law-makers. If it is not possible to create prosperity by the manufacture of paper money, it is not desirable to volume specie payments, in the best possible manner, to which the community has adapted itself.

We shall gain much by the passage of a bill which, while avoiding these opposite extremes, removes the not unreasonable discontent of the Southern States and the newer States and Territories in the West. To this extent we may have the assurance, on the one hand, that speculation shall not be unduly fostered and values disturbed, and, on the other hand, that commerce and business enterprise shall not be crippled or injured by an arbitrary diminution of money facilities.

So far as by lessening the volume of currency to which the community has adapted itself. We shall gain much by the passage of a bill which, while avoiding these opposite extremes, removes the not unreasonable discontent of the Southern States and the newer States and Territories in the West. To this extent we may have the assurance, on the one hand, that speculation shall not be unduly fostered and values disturbed, and, on the other hand, that commerce and business enterprise shall not be crippled or injured by an arbitrary diminution of money facilities.

The funding schemes indicate a want of another sort, and one which will probably remain for a time unsatisfied. The desirable-ness of some plan by which the bonded debt shall be simplified, and its annual cost reduced, is nowhere denied. The Republican party in general is in favor of the Chicago platform, and a Republican administration will in time give it effect. But it will be one of the results of increased prosperity and restored confidence—not the cause of either.

Mere legislation will not hasten it. An attempt to hasten it, if possible, would do more harm than good. For failure to reduce the debt after the mode of funding is prescribed, and the power to fund has been conferred, will reflect unfavorably upon the credit of the Government. It will be tantamount to a declaration that the confidence professed by the Government is not shared by the people or by European nations. For this reason there should be no hurry. More important far are measures fitted to benefit the people by lessening their burdens and promoting their prosperity.

The new Tax bill, with its expected reduction of seventy-five millions in the best possible manner, would take the Tax bill to be a protest against the policy that would retain fiscal burdens in order to pay off debt prematurely. The creditors of the Government are content to wait the maturity of the obligations they hold, and with that fact the country may also be satisfied. Its immediate care should be to relieve the people—to arrest the drain which is exhausting industry, and impairing their comfort and independence. The bill now before the Senate is the answer of Congress to an urgent and just demand, and on the whole it is a satisfactory answer. It is, in fact, a part of the financial policy, and its operation will be favorable to the conditions on which the public credit most depends.

For though reduction of the revenue implies reduction of the surplus which superficial observers have regarded as essential to the credit of the Government, it is certain that that will be best promoted when the Government draws its income from sources that are strong and healthy, rather than as the result of a pressure which crushes the energies and exhausts the means of the producing classes.

But the reduction of taxation, as a feature of our financial policy, is not enough. The effort to lighten burdens must be followed by a carefully considered effort to cut down expenditures. Here is the point at which Congress is most likely to fail. How earnestly the administration has labored and still labors to save money, the statement of Mr. Dawes to the House, on Tuesday, plainly shows. Judged by the expenditures of its predecessors, the Grant administration has earned credit by systematic retrenchment. Nor are there wanting tokens of improvement in the appropriation bills, which would be better still had Mr. Dawes more imitators and supporters. But there is need of more thorough sifting of the bounty bill which passed the House, and is now pending in the Senate, will absorb at least one hundred millions, instead of nineteen millions, as was at first understood, reveals the carelessness and imperfections with which measures involving large expenditures are prepared. One blunder like this will virtually undo, for the next year, the good effected by the reduction of taxes.

TURKEY IN THE WINNEBAGO TRIBE.

From the Washington (D. C.) Reporter. The appointment of Wayne McVeigh as Minister to Turkey is certainly one of the most unlooked-for and extraordinary things that General Grant has done since he became President, and if it has been his purpose to startle the public by the *outré* character of his selections he has undoubtedly succeeded most admirably.

"His opinion of the capacity of Miss Blanche Ellerman," said he, "is not only affected by the overweening vanity which certain persons and journals now ascribe to him, and, even with all these gorgeous qualities, he never would have been thought of as an American envoy had it not been for that lucky matrimonial alliance effected in such a masterly manner in 1867. It is all folly to say that auxiliaries and connections don't count in this world. They change a man's value sometimes in the most extraordinary degree, and not infrequently invest him in an hour with rare virtues to which his whole previous life had been an utter stranger."

While we cannot conscientiously admire Mr. McVeigh's appointment ourselves, or even tacitly join in the extravagant praises which are being heaped upon him by journals which have all at once discovered him to be the classic scholar, the astute politician, and the man, *par excellence*, for the Turkish mission, we are compelled involuntarily to admire the unequalled cunning of the head of the House of Cameron. When we remember that little more than a year has elapsed since Simon Cameron was snubbed publicly at the White House by General Grant, and notified that his presence was not desired there, and the new administration wanted nothing of his counsel or assistance, we cannot but feel a glow of something like enthusiasm over the remarkable shrewdness and strategy which in so brief a period not only overcame the scruples of the President but actually turned the dislike and suspicion into regard and confidence.

To think that the same Cameron who was virtually kicked from the Executive Mansion in 1869 should now, thus early in 1870, be installed in its most private room as an esteemed and trusted visitor admitted to the close commands of the President, advising him, receiving important favors at his hands, carrying him in triumph to his home in Pennsylvania and upon piscatory excursions along his manorial streams, is certainly a victory of Scottish shrewdness which must awaken the admiration of every unprejudiced man in the country. What a pity it is that Cameron cannot be the father-in-law of us all! There are so many who have pinings for the bright skies and soft airs of other lands, and whose physical natures stand in dire need of the genial influence of foreign travel, who have yet not the proportion of stamps necessary for the indulgence of such a luxury, and upon whose heads no rain of official honors seems likely to fall. To such the bosom of the "Lochiel" would indeed prove an earthly heaven, and it is sad to think there are no more daughters of that noble house to marry.

SPECIAL NOTICES.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA. Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable. D. T. GAGE, 530 ft No. 118 MARKET ST., General Agent.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No. 227 SOUTH FOURTH STREET. PHILADELPHIA, June 23, 1870.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1868, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South Fourth St., Philadelphia, on and after the 15th day of JULY, 1870, a dividend of \$1.50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the East Pennsylvania Railroad Co. on the day of July 15, 1870.

THE TRANSFER BOOKS OF THE EAST PENNSYLVANIA RAILROAD CO. will be closed on July 1 and reopened on July 11, 1870. HENRY G. JONES, 823 1/2m Treasurer East Pennsylvania Railroad Co.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT. PHILADELPHIA, Pa., May 3, 1870. NOTICE TO STOCKHOLDERS.

The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT on the Capital Stock of the Company, to be paid on Monday, June 20, 1870, payable in cash on and after May 20, 1870. Blank Powers of Attorney for collecting Dividends can be had at the Office of the Company, No. 228 South Third Street.

The Office will be opened at 9 A. M. and closed at 3 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH, Treasurer.

TRIGO'S TEABERRY TOOTHWASH. It is the most pleasant, cheapest and best dentifrice extant. It is warranted free from injurious ingredients. It preserves and whitens the Teeth, invigorates and soothes the Gums, cures the most obstinate and painful Inflammation of the Gums, Prevents Accumulation of Tartar, Cleanses and Purifies Artificial Teeth, and is Superior to all other Tooth Washes. Sold by all Druggists and Dealers.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any other poisonous or deleterious ingredients. It has the wanted and desirable properties of restoring the hair to its natural color, and of preventing its falling out. It is sold by all Druggists and Dealers.

A TOILET NECESSITY.—AFTER nearly thirty years' experience, it is now generally admitted that MURRAY & LAMSON'S FLORIDA WATER is the most reliable and agreeable of all toilet perfumes. It is entirely different from Cologne Water, and should never be confounded with it; the perfume of the Florida Water is of a few moments after its application, whilst that of the Florida Water lasts for many days.

HEADQUARTERS FOR EXTRACTING TEETH with Nitrous Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Cotton and Woolen Exchange, has removed to the painless extraction of teeth. Office, No. 711 WALNUT STREET. 136

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. SABINE, ALLEN & DULLES, Agents, FIFTH and WALNUT STREETS.

WARDALE G. McALLISTER, Attorney and Counselor at Law, No. 100 N. 2nd St., New York.

WHISKY, WINE, ETC. CARSTAIRS & McCALL, No. 126 Walnut and 21 Granite Sts., IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc., WHOLESALE DEALERS IN PURE RYE WHISKIES.

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND STREET, Philadelphia.

WINDOW FASTENER. THE UNRIVALLED NEVER-FALLING SELF-LOCKING WINDOW FAST.—The best, most complete, perfect and durable article for securing windows—either with or without weights—that has ever been offered to the public. Designed for the use of dwelling houses, stores, factories, steamboats, street and steam railway cars; securely locks the windows in any desired position, and can easily be applied to old and new windows.

Manufactured by the Boston and Meriden Manufacturing Company, No. 10 CANTON ST., Boston, and sold by all the principal Hardware Houses in the City. 465 LAWRENCE

bar of Chester county, a ripe scholar, an astute politician, and possessed of all the other eminent virtues which certain persons and journals now ascribe to him, and, even with all these gorgeous qualities, he never would have been thought of as an American envoy had it not been for that lucky matrimonial alliance effected in such a masterly manner in 1867. It is all folly to say that auxiliaries and connections don't count in this world.

They change a man's value sometimes in the most extraordinary degree, and not infrequently invest him in an hour with rare virtues to which his whole previous life had been an utter stranger. While we cannot conscientiously admire Mr. McVeigh's appointment ourselves, or even tacitly join in the extravagant praises which are being heaped upon him by journals which have all at once discovered him to be the classic scholar, the astute politician, and the man, *par excellence*, for the Turkish mission, we are compelled involuntarily to admire the unequalled cunning of the head of the House of Cameron.

When we remember that little more than a year has elapsed since Simon Cameron was snubbed publicly at the White House by General Grant, and notified that his presence was not desired there, and the new administration wanted nothing of his counsel or assistance, we cannot but feel a glow of something like enthusiasm over the remarkable shrewdness and strategy which in so brief a period not only overcame the scruples of the President but actually turned the dislike and suspicion into regard and confidence.

To think that the same Cameron who was virtually kicked from the Executive Mansion in 1869 should now, thus early in 1870, be installed in its most private room as an esteemed and trusted visitor admitted to the close commands of the President, advising him, receiving important favors at his hands, carrying him in triumph to his home in Pennsylvania and upon piscatory excursions along his manorial streams, is certainly a victory of Scottish shrewdness which must awaken the admiration of every unprejudiced man in the country. What a pity it is that Cameron cannot be the father-in-law of us all! There are so many who have pinings for the bright skies and soft airs of other lands, and whose physical natures stand in dire need of the genial influence of foreign travel, who have yet not the proportion of stamps necessary for the indulgence of such a luxury, and upon whose heads no rain of official honors seems likely to fall.

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR MONTHLY LINE TO NEW ORLEANS.

The YAZOO will sail for New Orleans direct, on Thursday, June 24, at 8 A. M. The YAZOO will sail for New Orleans, via Havana on FRIEDRICH BILLS OF LADING, at as low rates as by any other route going to Mobile, Galveston, Havana, and Brazil, and at all points on the Mississippi river between New Orleans and New Orleans. Freight reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Saturday, June 25, at 8 A. M. The TONAWANDA will sail for Savannah on Saturday, June 25, at 8 A. M.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Texas, and in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Saturday, July 2, at 8 P. M. Returning, will leave Wilmington Saturday, June 25th.

Connect with the Cape Fear River Steamboat Company at the Wilmington and Salisbury, and Wilmington and Manchester Railroad, and the Wilmington and Manchester Railroad at all interior points.

Freights forwarded with promptness and despatch. Bills of lading signed at Queen street wharf, on or before day of sailing. WILLIAM L. JAMES, General Agent, No. 120 South THIRD STREET.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PIER 13, below Spruce street, on FRIDAY of each week at 8 A. M.—

J. W. EVERMAN, 82 tons, Capt. Hinckley. FROTHINGHAM, 200 tons, Capt. Gray. JUNE, 1870. From Philadelphia, Friday, June 25, at 8 A. M. To New York, Saturday, June 26, at 8 A. M. From New York, Friday, June 17, at 8 A. M. To Philadelphia, Saturday, June 18, at 8 A. M.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest. Freight forwarded with promptness and despatch. Rates as low as by any other route. Insurance effected with the best companies. Bills of lading signed at the office in first-class companies. No freight received on bills of lading signed after 3 P. M. on day of sailing.

SOUDE & ADAMS, Agents, No. 120 South THIRD STREET. Or to WILLIAM F. OLYVE & CO., No. 120 South THIRD STREET. WM. A. COURTENAY, Agent in Charleston.

FOR LIVERPOOL AND QUEENS TOWN.—Imman line of Mail Steamers are appointed to sail as follows:—

City of London, Saturday, June 25, 1 P. M. Etta, via Halifax, Tuesday, June 28, 1 P. M. City of Paris, Saturday, July 2, 8 A. M. City of Brooklyn, May 3, 1 P. M. And each succeeding Saturday and alternate Tuesdays from Pier 8, North River.

RATES OF PASSAGE. By the MAIL STEAMERS, FIRST CLASS, SATURDAY. Philadelphia to Queens Town, \$10.00. Philadelphia to Liverpool, \$15.00. Philadelphia to London, \$20.00. Philadelphia to Paris, \$25.00. Philadelphia to New York, \$5.00. Philadelphia to Boston, \$7.50. Philadelphia to Baltimore, \$10.00. Philadelphia to Washington, \$12.50. Philadelphia to New Orleans, \$15.00. Philadelphia to Havana, \$17.50. Philadelphia to Brazil, \$20.00. Philadelphia to Mexico, \$22.50. Philadelphia to San Francisco, \$25.00. Philadelphia to London, \$27.50. Philadelphia to Paris, \$30.00. Philadelphia to New York, \$7.50. Philadelphia to Boston, \$10.00. Philadelphia to Baltimore, \$12.50. Philadelphia to Washington, \$15.00. Philadelphia to New Orleans, \$17.50. Philadelphia to Havana, \$20.00. Philadelphia to Brazil, \$22.50. Philadelphia to Mexico, \$25.00. Philadelphia to London, \$27.50. Philadelphia to Paris, \$30.00.

By the MAIL STEAMERS, SECOND CLASS, SATURDAY. Philadelphia to Queens Town, \$5.00. Philadelphia to Liverpool, \$7.50. Philadelphia to London, \$10.00. Philadelphia to Paris, \$12.50. Philadelphia to New York, \$2.50. Philadelphia to Boston, \$5.00. Philadelphia to Baltimore, \$7.50. Philadelphia to Washington, \$10.00. Philadelphia to New Orleans, \$12.50. Philadelphia to Havana, \$15.00. Philadelphia to Brazil, \$17.50. Philadelphia to Mexico, \$20.00. Philadelphia to San Francisco, \$22.50. Philadelphia to London, \$25.00. Philadelphia to Paris, \$27.50.

By the MAIL STEAMERS, THIRD CLASS, SATURDAY. Philadelphia to Queens Town, \$2.50. Philadelphia to Liverpool, \$5.00. Philadelphia to London, \$7.50. Philadelphia to Paris, \$10.00. Philadelphia to New York, \$1.25. Philadelphia to Boston, \$2.50. Philadelphia to Baltimore, \$5.00. Philadelphia to Washington, \$7.50. Philadelphia to New Orleans, \$10.00. Philadelphia to Havana, \$12.50. Philadelphia to Brazil, \$15.00. Philadelphia to Mexico, \$17.50. Philadelphia to San Francisco, \$20.00. Philadelphia to London, \$22.50. Philadelphia to Paris, \$25.00.

By the MAIL STEAMERS, FOURTH CLASS, SATURDAY. Philadelphia to Queens Town, \$1.25. Philadelphia to Liverpool, \$2.50. Philadelphia to London, \$5.00. Philadelphia to Paris, \$7.50. Philadelphia to New York, \$0.625. Philadelphia to Boston, \$1.25. Philadelphia to Baltimore, \$2.50. Philadelphia to Washington, \$5.00. Philadelphia to New Orleans, \$7.50. Philadelphia to Havana, \$10.00. Philadelphia to Brazil, \$12.50. Philadelphia to Mexico, \$15.00. Philadelphia to San Francisco, \$17.50. Philadelphia to London, \$20.00. Philadelphia to Paris, \$22.50.

By the MAIL STEAMERS, FIFTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.625. Philadelphia to Liverpool, \$1.25. Philadelphia to London, \$2.50. Philadelphia to Paris, \$5.00. Philadelphia to New York, \$0.3125. Philadelphia to Boston, \$0.625. Philadelphia to Baltimore, \$1.25. Philadelphia to Washington, \$2.50. Philadelphia to New Orleans, \$5.00. Philadelphia to Havana, \$7.50. Philadelphia to Brazil, \$10.00. Philadelphia to Mexico, \$12.50. Philadelphia to San Francisco, \$15.00. Philadelphia to London, \$17.50. Philadelphia to Paris, \$20.00.

By the MAIL STEAMERS, SIXTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.3125. Philadelphia to Liverpool, \$0.625. Philadelphia to London, \$1.25. Philadelphia to Paris, \$2.50. Philadelphia to New York, \$0.15625. Philadelphia to Boston, \$0.3125. Philadelphia to Baltimore, \$0.625. Philadelphia to Washington, \$1.25. Philadelphia to New Orleans, \$2.50. Philadelphia to Havana, \$5.00. Philadelphia to Brazil, \$7.50. Philadelphia to Mexico, \$10.00. Philadelphia to San Francisco, \$12.50. Philadelphia to London, \$15.00. Philadelphia to Paris, \$17.50.

By the MAIL STEAMERS, SEVENTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.15625. Philadelphia to Liverpool, \$0.3125. Philadelphia to London, \$0.625. Philadelphia to Paris, \$1.25. Philadelphia to New York, \$0.078125. Philadelphia to Boston, \$0.15625. Philadelphia to Baltimore, \$0.3125. Philadelphia to Washington, \$0.625. Philadelphia to New Orleans, \$1.25. Philadelphia to Havana, \$2.50. Philadelphia to Brazil, \$5.00. Philadelphia to Mexico, \$7.50. Philadelphia to San Francisco, \$10.00. Philadelphia to London, \$12.50. Philadelphia to Paris, \$15.00.

By the MAIL STEAMERS, EIGHTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.078125. Philadelphia to Liverpool, \$0.15625. Philadelphia to London, \$0.3125. Philadelphia to Paris, \$0.625. Philadelphia to New York, \$0.0390625. Philadelphia to Boston, \$0.078125. Philadelphia to Baltimore, \$0.15625. Philadelphia to Washington, \$0.3125. Philadelphia to New Orleans, \$0.625. Philadelphia to Havana, \$1.25. Philadelphia to Brazil, \$2.50. Philadelphia to Mexico, \$5.00. Philadelphia to San Francisco, \$7.50. Philadelphia to London, \$10.00. Philadelphia to Paris, \$12.50.

By the MAIL STEAMERS, NINTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.0390625. Philadelphia to Liverpool, \$0.078125. Philadelphia to London, \$0.15625. Philadelphia to Paris, \$0.3125. Philadelphia to New York, \$0.01953125. Philadelphia to Boston, \$0.0390625. Philadelphia to Baltimore, \$0.078125. Philadelphia to Washington, \$0.15625. Philadelphia to New Orleans, \$0.3125. Philadelphia to Havana, \$0.625. Philadelphia to Brazil, \$1.25. Philadelphia to Mexico, \$2.50. Philadelphia to San Francisco, \$5.00. Philadelphia to London, \$7.50. Philadelphia to Paris, \$10.00.

By the MAIL STEAMERS, TENTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.01953125. Philadelphia to Liverpool, \$0.0390625. Philadelphia to London, \$0.078125. Philadelphia to Paris, \$0.15625. Philadelphia to New York, \$0.009765625. Philadelphia to Boston, \$0.01953125. Philadelphia to Baltimore, \$0.0390625. Philadelphia to Washington, \$0.078125. Philadelphia to New Orleans, \$0.15625. Philadelphia to Havana, \$0.3125. Philadelphia to Brazil, \$0.625. Philadelphia to Mexico, \$1.25. Philadelphia to San Francisco, \$2.50. Philadelphia to London, \$5.00. Philadelphia to Paris, \$7.50.

By the MAIL STEAMERS, ELEVENTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.009765625. Philadelphia to Liverpool, \$0.01953125. Philadelphia to London, \$0.0390625. Philadelphia to Paris, \$0.078125. Philadelphia to New York, \$0.0048828125. Philadelphia to Boston, \$0.009765625. Philadelphia to Baltimore, \$0.01953125. Philadelphia to Washington, \$0.0390625. Philadelphia to New Orleans, \$0.078125. Philadelphia to Havana, \$0.15625. Philadelphia to Brazil, \$0.3125. Philadelphia to Mexico, \$0.625. Philadelphia to San Francisco, \$1.25. Philadelphia to London, \$2.50. Philadelphia to Paris, \$5.00.

By the MAIL STEAMERS, TWELFTH CLASS, SATURDAY. Philadelphia to Queens Town, \$0.0048828125. Philadelphia to Liverpool, \$0.009765625. Philadelphia to London, \$0.01953125. Philadelphia to Paris, \$0.0390625. Philadelphia to New York, \$0.00244140625. Philadelphia to Boston, \$0.0048828125. Philadelphia to Baltimore, \$0.009765625. Philadelphia to Washington, \$0.01953125. Philadelphia to New Orleans, \$0.0390625. Philadelphia to Havana, \$0.078125. Philadelphia to Brazil, \$0.15625. Philadelphia to Mexico, \$0.3125. Philadelphia to San Francisco, \$0.625. Philadelphia to London, \$1.25. Philadelphia to Paris, \$2.50.

GORDAGE, ETC. WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 29 North WATER Street and No. 45 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW PRICES.

CORDAGE. Manila, Sisal and Tarrad Cordage At Lowest New York Prices and Freight.

EDWIN H. FITLER & CO., Factory, TENTH ST. and GERMANTOWN AVENUE, Store, No. 23 P. WATER ST. and 22 N. DELAWARE AVENUE.

SHIPPING. LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Are now receiving freight at 5 cents per 100 pounds. 2 cents per foot, or 1-2 cent per gallon, etc. INSURANCE 1/4 OF 1 PER CENT.

Extra rates on small packages from, *instas*, etc. No receipt or bill of lading signed for less than 5 cents. The Line would call attention of merchants shippers to the fact that hereafter the regular shippers by this line will be charged only 1 cent per 100 lbs. or 4 cents per foot, during the winter season.

For further particulars apply to JOHN F. O'HEIL, PIER 13, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR MONTHLY LINE TO NEW ORLEANS. The YAZOO will sail for New Orleans direct, on Thursday, June 24, at 8 A. M.

The YAZOO will sail for New Orleans, via Havana on FRIEDRICH BILLS OF LADING, at as low rates as by any other route going to Mobile, Galveston, Havana, and Brazil, and at all points on the Mississippi river between New Orleans and New Orleans. Freight reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Saturday, June 25, at 8 A. M. The TONAWANDA will sail for Savannah on Saturday, June 25, at 8 A. M.